

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
 - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
 - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
 - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
 - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
 - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of public transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- **Off Road-Existing** – A facility that accommodates bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodate bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate bicycle transportation (may also accommodate pedestrians, e.g. greenways) and is physically separated from a highway facility usually on a separate right-of-way. This